

"The Flying Saucers are Hostile!"

by George D. Fawcett – Feb. 1961



(Published with the specific request of the author that no editing or cutting be done, the editors guarantee that this is a word for word presentation of Mr. Fawcett's manuscript.)

The following article was written by Mr. George D. Fawcett, a native of Mount Airy, North Carolina, and a serious UFO and FLYING SAUCER INVESTIGATOR for the past fourteen years. As a private hobby, he has spent much of his spare time, money, and energy into an investigation of the strange flying objects sighted in the skies around the globe. Many of his research articles have been published in various newspapers, outlets, and pamphlets. He has lectured to groups in Virginia, N.C., Panama, Rhode Island, and Massachusetts. He has been on radio programs, and his column "CHASING THE FLYING SAUCERS" has been published in North Carolina newspapers since 1954.

Fawcett's "SAUCERIANA COLLECTION," consisting of clippings, books, photographs, scrapbooks, and magazine articles has recently been accepted by the National Air Museum of the Smithsonian Institution in Washington, D.C., for "public exhibit" in 1961. Fawcett is a member of the Aerial Phenomena Research Organization in Alamogordo, New Mexico; the National Investigations Committee On Aerial Phenomena in Washington, D.C., and the Aerial Phenomena Research Committee in Seattle, Washington State. So much for that, now here's the story...

In September 1947, the Air Force concluded that the flying saucers were real. In 1948 a top-secret Air Force conclusion was that these "Unidentified Flying Objects" (Air Force name for "flying saucers") were spaceships. In 1950 Air Force Intelligence analysis showed that these UFOs demonstrated "controlled maneuvers." In 1953, however, a secret Pentagon scientists' panel urged more proof, asking the Air Force to quadruple its UFO project and to give the American people all UFO information, including the Air

Force's startling conclusions. Since that date through official censorship, ridicule, and misinformation, the public has constantly been told that the "flying saucers" do not exist, despite the continued radar and visual sightings by qualified observers, UFO movies, and photographic evidence, jet pursuits, and the recovery of "fallen fragments."

But now the SITUATION has changed, for on December 24, 1959, an TIG AF Brief issued by the Inspector General to Operations and Training Commands, the UFOs are called "SERIOUS BUSINESS" after almost 12 years of telling the public repeatedly that there were no such things as flying saucers. The press and news media for the most part have mirrored the publicly expressed opinions of the Air Force over the same period, but now were quick to see the "sudden change" in the Air Force policy. On Capitol Hill many Senators and Congressmen were beginning to ask for "open hearings" on the subject. Armed Forces Censorship Regulations JANAP 146-B, CIRVIS REPORTS, and AFR 200-2, which carry heavy penalties for servicemen reporting UFOs to the General Public, were keeping the military mum on the subject, at least until they were discharged or retired from active duty.

In the meantime, the CIA carried on its censorship of the strange flying objects for the Air Force. The F.B.I., the Armed Services, the Civilian Defense Directors, the Moonwatch Teams, and the Ground Observers Corp have all been asked to relay U.F.O. sightings to the Air Force for urgent action.

In JANAP 146-B issued in March 1954, it was interesting to note that Unidentified Flying Objects were listed among aircraft, missiles, submarines, and surface vessels and should be reported if engaged in suspicious activity or observed in any unusual location or course.

These many strange "whatniks" were in the skies long before the "Sputniks and Explorers" of today. And long before the Russians, Canadians, Norwegian, French, and Americans began to develop circular craft using a new "air cushion" principle, the "flying saucers" had already demonstrated superior speeds and maneuvers over any man-made aircraft or missiles of this earth. The true "flying saucers" I decided in 1952 were real, ageless, worldwide, appearing in periodic cycles of time, with hundreds of landings recorded in history and having an outer-space origin. And even since the advent of the so-called "Space Age" in 1957, I have seen no reasons to change my former beliefs, except with one new addition.

It is my present belief, in keeping with the Air Force announcement that the UFOs are SERIOUS BUSINESS, that they have a right to be, because the FLYING SAUCERS are HOSTILE. The FEAR of PANIC is the chief reason behind the present international censorship and conspiracy on the subject. In addition, these objects are a threat to the defense of our country and others of the world. These "Unidentified Flying Objects" have already contributed to the technical and scientific knowledge of the world in the present and future SPACE RACE. That is why "flying saucers" are being censored, chased, imitated, and investigated by many of the major countries of the world at the present time.

I honestly believe that the people of the world have a right to know about the dangers that they must face and are being educated, but too slowly to the fact, that someone, somewhere, many years ago accomplished SPACE TRAVEL, while we all were in the stage of just talking about it and perhaps ignorantly joking about the subject. Now for the STORY behind the HOSTILE FLYING SAUCERS... and let the readers draw their own conclusions!

In recent months, the U-2 Plane Incident has died down somewhat, but instead, much has been made of seven or eight "Mystery Moons," in orbit around the Earth. Both radar screens and professional and

amateur astronomers around the globe have reported picking them up on the screens and observing them with telescopes. Some of them, neither the Americans nor the Russians are willing to admit, belong to either of them. Right away this recalled to my mind a statement by General Douglas MacArthur in 1955, that "the nations of the world would have to unite against attack by people from other planets. For the next war will be an interplanetary one!"

Without further delay, here is the up-to-date story of the HOSTILE FLYING SAUCERS!

1944 - Army Pilot Charles F. Lane reported that his plane motors stopped and the instruments froze when he was approached by one UFO over the Himalaya Mountains in India.

August 28, 1945 - Passenger Leonard J. Stringfield reported that his C-46 developed engine trouble when approached by three luminous blobs of light near Iwo Jima.

December 5, 1945 - Five TBM Avenger Bombers and One PBM Martin Mariner with a total of 27 men disappeared without a single trace during a training mission, in good weather and with good radio contact. UFOs were being reported by the news during that period of time, near Fort Lauderdale, Florida.

June 21, 1947 - Lt. Frank M. Brown and Captain William Davidson of Air Force Intelligence died when their plane crashed near Tacoma, Washington State. Their mission: bringing back UFO fragments that crashed to earth at Tacoma.

July 23, 1947 - Pilot John H. Janssen reported that his plane motors conked off, but his plane remained suspended in the air, during a close approach of 2 UFOs over Morristown, New Jersey. Janssen reported an electric-like pricking sensation during his hair-raising experience.

September 1947 - ATIC conclusion that the flying saucers were real.

January 7, 1948 - Captain Thomas F. Mantell, Jr. killed while chasing a "flying disk" over Godman Air Force Base in Kentucky. His F-51 fighter plane's wreckage was found scattered over a wide area.

July 1948 - Captain C. S. Chiles and Co-Captain John B. Whitted reported that a cigar-shaped UFO almost collided with their Eastern Airlines DC-3, rocking their plane over Montgomery, Alabama.

1948 - A top secret ATIC conclusion that the UFOs were spaceships.

October 12, 1949 - "Captured Saucers" first reported in New Mexico.

December 1949 - Air Force Jets fired on UFO over New Jersey.

December 30, 1949 - Major Jeremiah Boggs, Air Force Intelligence, said that some pilots had fired at UFOs to bring them down for closer examination.

March 9, 1950 - "Flying Disk" reported to have landed at Mexico City, Mexico.

April 10, 1950 - At Amarillo, Texas, David Lightfoot, 12, reported that he had touched a landed "flying saucer," but that the object released a gas or spray of something when it took off, which turned his arms and face bright red, causing welts. A younger boy confirmed his story.

April 20, 1950 - At Lufkin, Texas, Pharmacist Jack Robertson reported that a globe-like UFO, which emitted a red glow, hovered above his car about 20 feet, then made a "whooshing sound" and threw off sparks that burned his face.

1950 - Pilot Chet Swital reported that his plane and another plane were circled by UFOs, which paralyzed the plane motors and instruments over the Muroc Air Force Base in California and a New Mexico Air Force Base.

1950 - An Air Force Intelligence Analysis showing "controlled UFO maneuvers", that the "Flying Saucers" were real and spaceships.

July 1952 - In Atlanta, Georgia, Pilot Fred Reagan's Piper Cub Plane collided with a bright, dazzling lozenge-shaped UFO. Reagan died in May, 1953 because of a degeneration of brain tissue due to extreme atomic radiation, for which authorities were unable to offer an explanation.

July 24-25, 1952 - An Italian named Carlos was fired at by a hovering UFO, which used some sort of green ray near the Serchio River in Italy.

July 26, 1952 - The U.S. Air Force issued a "Shoot 'Em Down" order to pilots encountering UFOs. This was mentioned in an AF press release.

1952 - An Air Force F-86 Jet Pilot opened fire at a hovering UFO in Ohio.

1952 - In Dublin, Ireland, a 10-inch "red hot" disk landed and burned a child there.

August 19, 1952 - At West Palm Beach, Florida, a Scoutmaster named J. D. "Sonny" Desvergers reported his encounter with a hovering UFO, which shot a "Ball of Fire" at him, burning his arms, face, and head and rendering him unconscious. Charred roots indicated possible electric induction.

September 13, 1952 - At Sutton, West Virginia, Mrs. Kathleen May, a National Guardsman, and 5 other boys were investigating a landed globe-like UFO object on a hillside. All of the witnesses were repelled from the hilltop by a noxious sickening odor of the landed object. They all suffered choking spasms and vomiting because of their incident.

September 13, 1952 - At Frametown, West Virginia, Mr. and Mrs. George Snitowsky and their baby were gassed and felt an electric-like shock after their car stopped near a soft, violent hue-colored landed UFO. This happened on the same night of the Sutton incident, at a spot not far from the same location.

September 14, 1952 - At Belle Glade, Florida, employee Gloyd Brown of the Everglades Experiment Station noticed his eyes and nostrils began to smart and burn after a circling UFO passed several times over the station. It smelled like an acid, with an ammonia-like odor. The cows were badly frightened by the incident, and there was a 33% reduction in milk production on the following morning.

September 22, 1952 - At Centerville, Virginia, Mrs. E. L. Hazelwood reported that she watched several brightly illuminated UFOs and became ill for several days because of the odor given off by the strange objects.

October 23, 1955 - At Indianapolis, Indiana, farmer John Hobner was forced by a blinding bluish-white lighted UFO in a nearby field close to the highway to crash his car into a tree. Hobner suffered minor injuries.

December 4, 1952 - At Laredo AFB in Texas, a Lt. in the Air Force reported a near collision with his F-51 and a strange flying blue-lighted UFO. The pilot turned off his plane lights in order to avoid further pursuit by the UFO, and, frightened, he made a hasty landing.

January 29, 1953 - Merchant Lloyd C. Booth near Conway, South Carolina reported that he shot at a flying egg-shaped UFO that hovered over his farm for 45 minutes. The bullet bounced back with a metallic thud and the next morning, 20 of his livestock were found dead on his farm from "unknown causes."

January, 1953 - A Secret Report by a Scientists' Panel at the Pentagon, which urged (1) that the AF quadruple its UFO investigation project, and (2) that they give the American people all UFO information, including the AF conclusions. This in 1960 has yet to be done!!

October 19, 1953 - Near Philadelphia, Pennsylvania, a National Airlines DC-6 pilot put his plane into a dive to avoid being rammed by a shiny disc-shaped UFO. Passengers were hospitalized.

October 1953 - Near Washington, D.C., Captain J. L. Kidd put his American Airlines DC-6 passenger plane into a dive to avoid a collision with a lighted UFO. Passengers were thrown into the aisles by the unexpected maneuver.

November 23, 1953 - At Kinross Air Force Base, Michigan, Pilot Lt. Felix Moncla, Jr. and Radar Officer Lt. R. R. Wilson were in an F-89 plane being tracked on radar. It merged on the screen with another UFO, 70 miles off Keweenaw Point. The plane and its pilots never returned from the mission, and to this date, no trace has been found of either.

January - March, 1954 - Over the Tyrrhenian Sea, near Malta and in the Mediterranean Sea area, four RAF planes and pilots disappeared. Wreckage of one was found, which indicated an explosion was followed by fire and intense heat. Flying saucer and cigar-shaped UFOs were being reported in large numbers at that time in Italy, France, England, New Zealand, and the United States.

January 4, 1954 - At Marignane Airport in France, fragments were left by a reported cigar-shaped UFO with windows, which landed on the airport runway.

1954 - On Heligoland Island, off Germany, scientists were reported investigating a UFO which crashed to the earth there.

April 20, 1954 - A part of a hovering UFO that fell upon a farmhouse was reported under close investigation.

May, 1954 - An F-94 Jet Fighter pursued a UFO above Utica, New York. As the gleaming pulsating object moved towards the F-94, a mysterious blast of heat filled his cockpit. Unable to breathe and feeling the plane about to melt, the pilot and radar officer bailed out. The jet itself plunged into the town of Walesville, New York and killed 4 persons.

August, 1954 - Australian Sheep Grower W.C. Hall saw six petrol tank-shaped UFOs land on his ranch in North Queensland, Australia. His chickens, cattle, and even the jackrabbits on his farm were affected by oddly colored exhaust fumes from the UFOs, which he believed brought about a change in the genes of animal life on his ranch due to atomic radiation, as various freaks were born afterwards.

August 27, 1954 - At Woodside, California, fragments from a hovering UFO landed on the open highway. Now under investigation by authorities.

October 5, 1954 - Beaumont, near Paris, France—As a luminous UFO approached to within 150 yards of eyewitnesses, they reported that they felt a strange sensation “as if nailed to the ground.” In addition to the temporary paralysis, the witnesses noticed the UFO gave off a peculiar smell.

October 21, 1954 - A silvery UFO object hovered above the Rubber Plant near Pozzuoli, Italy. As it rose vertically with a piercing whistle, the observers noticed that a Pekingese dog, watching the UFO, barked and fell dead.

October 28, 1954 - Near Monza, Italy—A large group of townspeople watched a “silvery disc-shaped UFO” land on a sports field. Several hundred witnessed the event. For several days after the object landed and took off, many of the population of eyewitnesses still had red eyes as after effects of the blinding light.

April 8, 1955 - Air Force jets fired at a UFO circling a balloon, but destroyed the balloon and missed the UFO, over Rockfield, Illinois. This was a story about the fish, or I mean, the “saucer” that got away.

August 6, 1955 - Cincinnati, Ohio —Witness, not wanting name revealed, reported he saw an oval-shaped UFO resting near his driveway. While watching the pulsating of the object, his eyes suffered severe irritation and he had to consult the doctor for relief.

1955 - Government Investigators Announced that they had found an increase in background radiation in the skies after UFO sightings had been reported in the vicinity.

August 2, 1956 - Amarillo, Texas— Pilot J. G. Kirby photographed a UFO with a long exhaust trail of some sort near it. Hensley Air Force Base officers told Kirby that the glow was caused by radiation vapor. He was instructed to keep silent about his photograph and his sighting by the Air Force, which he did for over a year, before breaking secrecy.

1956 - Above the Atlantic Ocean, off Gander, Newfoundland—A Navy R7V-2 Transport, a Four Engine Super Constellation had to dive to avoid a collision course with a giant disc-shaped UFO “like gigantic dish on top of another,” which appeared to be approximately 350 and 400 feet in diameter, with lighted edges. Confirmed by ground radar.

September, 1956 - At Great Falls, Montana the Air Force Base sent 3 jets to investigate a hovering UFO over Missoula, Montana. As they approached the strange flying object, their plane instruments went crazy (magnetic field?) and became useless. One jet went into a dive for 15,000 feet. The nose and wing of his plane were slightly damaged.

October 2, 1956 - Nightwatchman Harry J. Sturdevant of the Herbert Elkins Construction Firm of Trenton, New Jersey reported while on duty he saw a red-lighted cigar-shaped UFO near the Delaware River. The smell of the object made him nauseated and he couldn't swallow. He collapsed in pain, but managed to crawl to his parked car. Six weeks later his sense of taste and touch were impaired and he had only been able to work a few days. Leonard B. Willits, a New Jersey State Workmen's Compensation referee rewarded Medical Compensation to the nightwatchman, who had encountered a UFO, which made him ill and affected his senses of smell, taste, and touch.

March 10, 1951 - Near Puerto Rico, Captain Matthew A. Van Winkle of Pan American Airlines was forced off his course by a "green circular object UFO," which was witnessed by other pilots in the vicinity also. Due to his sudden maneuver, some of the plane passengers were hospitalized.

July 17, 1957 - An American Airlines DC-6 Aircoach had to swerve to avoid a collision with a UFO at Salt Flats, Texas. Some of its passengers were hospitalized, among the 85 on board the ship.

July 24, 1957 - Near Amarillo, Texas - a TWA Constellation Airliner had to dive to avoid collision with a moving UFO and some of its passengers were treated for injuries.

July 28, 1957 - At Knoxville, Tennessee, an American Airlines plane was struck by a "Ball of Fire UFO," which knocked a small puncture in the tail of the plane.

August 14, 1957 - At Joinville, Brazil—Commander Jorge Campos Araujo of a VARIG Airlines C-47, the Cargo Ship PP-UCC, reported that the engines of the airliner began acting up, coughing and missing, and that all the cabin lights dimmed and also went dead after the near approach of a strange luminous UFO, which had a dome on the top of it.

August 21, 1957, Parana City, Argentina—Fragments from a UFO landed on the ground.

September 7, 1957 - Near Ubatuba, Brazil (located in Sao Paulo State) —Exploding UFO showers fragments onto the beach, witnessed by many.

November 4, 1957 - At Orogrande, New Mexico—Many car motors stopped and headlights went out when a "Luminous Egg-shaped UFO" hovered above the highway. Rocket Engineer James Stokes received a burn on his face from the object that gave off a heat wave and created electrical interference with the so-called "hallucinated machines" on the ground.

November 4, 1957 - Brazilian Fortress, Itaipu, near Santos, Brazil— This incident tells of a luminous orange UFO with a humming sound and a wave of heat that overcame two sentinels on duty, rendering them unconscious and burning them in various places on the body. The UFO caused lights all over the fortress to go out. Turrets, heavy cannons, and elevator electric systems also went out. Intercommunications were disrupted and alarms on electric clocks began to ring without reason.

November 4, 1957 - At Ararangua, Santa Catarina, Brazil - Captain De Beyssac of VARIG Airlines reported as he closed in on a large hovering red UFO, that his ADF, his right generator, and his transmitter receiver all burned out at the same time.

November 6, 1957 - Near Merom, Indiana - Ironworker Rene Gilham saw a brightly luminous hovering UFO and suffered burns on his face and eyes.

November 6, 1957 - Near Montville, Ohio - Plasterer Olden Moore saw a hovering circular UFO and heard a "whirring sound" as an object landed in the field 500 feet away. A Geiger Counter later showed a deadly radioactivity level existed after the sighting in the area.

November 8, 1957 - Pacific Ocean - The Panamerican Stratocruiser "Romance of the Skies" crashed in the Pacific Ocean. UFOs had been reported in the vicinity.

November 9, 1957 - In Hillsborough, California - Fragments from a UFO landed, now under investigation.

November 10, 1957 - In Madison, Ohio - Housewife Mrs. Leita Kuhn saw an acorn-shaped UFO above her garage. She noticed that she had to keep covering her face in order to view the strange object. As a result of the incident, she suffered body rash, failing of vision and burns on her arms and legs, similar to "radiation burns" noted by her doctor.

November 13, 1957 - Crownsville, Maryland—A strange metallic UFO exploded over the area and left fragments on the ground, which are under investigation by the Air Force.

December 7, 1957 - Dallas, Texas—A man there is reported dying from "radioactive burns" received by a close approach of a luminous UFO.

December 15, 1957 - Langdon, North Dakota—UFO fragments found on the ground, now under investigation by the Air Force.

February 17, 1958 - Santa Fe, New Mexico—Mrs. Leroy Evans and Mrs. Fred McIntosh each suffered burns while watching a hovering UFO near the ground.

May 5, 1958 - Near Montevideo, Uruguay—Pilot Alejo Rodriguez flying in his Piper Aircraft reported a bright silvery UFO, metallic top-shaped object, with a slight vapor trail which hovered over Uruguay and created such intense heat that he was forced to open the windows and the plane door and remove his jacket.

October 26, 1958 - Above the Loch Raven Reservoir, Near Baltimore, Maryland—Mr. Philip Small and Mr. Alvin Cohen watched a hovering luminous egg-shaped UFO.

December 10, 1958 - Rio Negro, Uruguay—Persons watched a luminous egg-shaped UFO, felt heat coming from the object and found fragments which fell to the ground during the incident.

December 16, 1958 - Tampa Bay, Florida—A B-47 Stratojet crashed and exploded, UFOs reported seen in the vicinity.

December 21, 1958 - Jujuy, Argentina—UFO fragments land, under investigation.

1958 - Pacific Ocean—An Air Force pilot indicated that his plane was "shot at" in a UFO encounter, and crew opinions that the strange "bursts" or explosions near the transport were linked with previous disappearances of AF planes in this Pacific area. More on this case later!

February 22, 1959 - Utah—PFC Bernard G. Irwin of Ft. Bliss, Texas reported the sighting of a "ball of light" circular UFO in the skies. The object, whatever it was, rendered him unconscious for 24 hours.

April 1, 1959 - McChord Air Force Base, California—Air Force C-118 transport crashes, 3 persons killed, UFOs seen in vicinity.

April, 1959 - Seattle, Washington — Air Force acknowledges a "frantic radio report" that "we have hit something or something has hit us," which preceded a mysterious crash of a C-118. No survivors. Eyewitnesses on the ground reported sighting 3 or 4 parachute-like glowing UFOs following the plane prior to its crash.

September 7, 1959 - Wallingford, Kentucky — Fragments fall to ground from hovering UFO. Under investigation.

September 24, 1959 - Redmond, Oregon — A UFO with tentacle-like projections, glowing with red and greenish colors moved through controlled maneuvers. Reported by ground observers, picked up on Air Force radar for over an hour. After the object moved away, an active search for the UFO was conducted by 7 jet fighters, a B-47 bomber, and a Tripacer, which later was asked to check the area for signs of "RADIOACTIVITY."

September 29, 1959 - Texas — A Braniff Airways Turbo-Prop Airliner crashed in Texas, claiming 34 lives. UFOs were reported in the vicinity.

October 19, 1959 - Near the "Big Marsh," outside of Poquoson, Virginia — Two schoolboys, Mark Muza and Harold Moore, "shot at" a hovering UFO. The bullet struck a metallic surface and rebounded to the ground.

1959 - A Brazilian Air Force B-26 Commander asked permission to take off without lights on his bomber, in order to avoid further pursuit by a strange UFO that had followed his plane for almost an hour before he reached the airport.

December 24, 1959 - In private instructions briefing Air Force for Operations and Training Commands, Major General Richard E. O'Keefe, Acting Inspector General, recently warned that UFO sightings would increase. The IG brief was headed "UFOs - SERIOUS BUSINESS." The AF, he said, was chiefly concerned with defense and technical aspects of the phenomena. Air Force Investigators should use binoculars, cameras, Geiger counters, magnifying glasses, and containers for any "fragments or ground samples" recovered. This order came as the Air Force was again telling the public that the "flying saucers" just don't exist.

March 2, 1960 - Near Labuttendorf, Austria — Newspaperman Edgar Schedelbauer of Vienna, Austria for the newspaper "WIENER MONTAG," suffered "great red spots" on his face and hands after his close encounter with a milky-white spider-shaped hovering UFO. It made a low humming sound and then a jet-like roar as it hovered about 50 feet above a road. A photographer took pictures of the object. Now under investigation.

March 12, 1960 - The AERIAL PHENOMENA RESEARCH ORGANIZATION at Alamogordo, New Mexico announced that its organization has fragments of an "Extraterrestrial Flying Saucer" that fell from an exploding UFO in Brazil in 1957 and photographs of an "Extraterrestrial Flying Saucer" taken at Trinidad Island in 1958.

May, 1960 - The NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA in Washington, D.C. announced that the "UFOs or FLYING SAUCERS" are unknown devices, which have been reported by scores of reliable observers, are intelligently controlled machines from outer space." Vice Admiral R. H. Hillenkoetter, former head of the Central Intelligence Agency, stated that the "unknown objects are operating under intelligent control." He added, "I know that neither Russia nor this country has anything even approaching such high speeds and maneuvers." Speaking as a NICAP Board Member, Admiral Hillenkoetter said it was high time the secrecy was ended.

June, 1960 - The U.S. Air Force is currently investigating films and movies of "UFOs and FLYING SAUCERS" taken over Michigan in February, over Austria and Iowa in March, over Wisconsin in April, and over New York in August, all of this year 1960. They were photographed by a newspaperman, a restaurant owner, a

pilot, a housewife, and an astronomer. (A point of information.) I have listed over 171 different photographs or movies taken worldwide since 1905 in my own private "SAUCERIANA COLLECTION."

September 6, 1960 - Near Hartford, Connecticut— fragments fell to ground from bluish-green speeding UFO and landed with a hissing sound. They are now under investigation by the National Aeronautics and Space Administration in Washington, D.C.

This article has been printed, in hopes that it will be given consideration as an accurate research paper into acts of UFO and FLYING SAUCER hostility. It is far from being a complete list, as time does not permit me to do a better job.

It should serve as a warning that many of the UFOs are dangerous and hostile. So before you go running to meet those so-called peaceful visitors from Venus, should you encounter a UFO, you should think twice, because they may not be peaceful or from Venus!

I became interested in these objects in 1947, witnessed them in 1951 and 1954, was convinced of their reality in 1952, ran into Army censorship in Panama in 1955, concluded with their hostility in 1960. 1961 and the years that lie ahead should bring us many other "visitors from space," even as we cross over the threshold into visiting space ourselves.

My thanks for information for this article go out to FATE, TRUE, and LIFE magazines, the Air Force, and IFSB, FSI, CSI, NICAP, and APRO; all of which are made up of civilian and military researchers and investigators. As of late, my thanks go to APRG, the Woonsocket, R.I. YMCA "Project Saucer" Committee, and the Massachusetts and Rhode Island TWO-STATE UFO STUDY GROUP.

POSTSCRIPT

I hope that the enclosed items regarding UFO hostility will prove to be food for thought for those thousands, perhaps millions, who are searching for the many answers to the riddle of the "flying saucers." I hope that the 90 incidents regarding the dangerous and hostile UFOs will help others in preparing a defense against attack by such objects, and will provide information which will help mankind's efforts in achieving space travel for himself and for peaceful purposes only: to the benefit of mankind. For the thousands of other groups and individuals who made this pamphlet possible, I also extend my thanks and appreciation.

Since completing this pamphlet, the following case has been reported to me. November 6, 1957 (note cases for this date alone already mentioned) near San Antonio, Texas, Civilian Cook Lon Yarborough at Lackland Air Force Base reported electric interference with his car motor and headlights, when approached by a bright egg-shaped UFO, which landed on the ground. Yarborough heard a "whistling sound" and felt a blast of hot air, but suffered no burns.

STATEMENTS

Among the many eyewitnesses to the phenomena are such persons as Clare Booth Luce, U.S. Lady Ambassador; Navy Secretary Dan Kimball; Astronomer Clyde W. Tombaugh, American who discovered the planet PLUTO; and British Lunar Expert H. P. Wilkins.

AIR CHIEF MARSHAL Lord Dowding (England) - "The saucers exist, and they are not manufactured on the Earth."

DR. HERMAN OBERTH (Germany) - V-2 Rocket Fame - "The saucers are 'Vikings from another Planetary System.'"

LT. COLONEL JOHN O'MARA (United States) - Admitted in Effect: "The saucers are interplanetary, and we also have saucer-shaped crafts ourselves."

WILBUR B. SMITH (Canada) - Head of "Project Magnet-Flying Saucer Detector Station" - "I'm convinced they're real, that they're machines of some kind. From the weight of evidence, I believe the saucers come from outer space."

Air Force Press Officer at the Pentagon, ALBERT M. CHOP (United States) - "One Thing Is Certain: We're Being Watched by Beings from Outer Space."

General L. M. CHASSIN, General Air Defense Coordinator for NATO - BELIEF IN UFOS VITAL TO NATIONAL SECURITY - "If We Persist in Refusing to Recognize the Existence of These Unidentified Flying Objects, We Will End Up, One Fine Day, By Mistaking Them for Guided Missiles From An Enemy; And the Worst Will Be Upon Us."